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Western Pacific Region

Date: March 4, 2021

Subject: WPR21LA110, **RECORD OF CONVERSATION**

Contact: Scott Kitchens, Pilot

The following is a synopsis of the information provided by Scott Kitchens (left seat) in a telephone conversation on this date: March 4th, 2021.

- DOB [REDACTED] 1969
- Normal workday, normal preflight, normal flow, normal checklist.
- #3 engine had been worked on the day before, we accounted for that brought up the power, checked everything, everything was producing power.
- Let go of the brakes, normal call outs, 80 knots, V1, transitioning my hand from the tiller to the yoke, then him transitioning off the yoke at V1, pulling back on the yoke no response at all, it seemed like it took forever, but I do remember relaxing the yolk and bringing it back again with no response.
- brought the power back, pushed on the brakes, Nathan pushed on the brakes, rejected takeoff
- flow of shutting it down, power off, firing the bottles, I exited out of the main door, then helped the three get off the aircraft
- Why didn't you get off the ground? I don't know, I play it through my head every day.
- What are your thoughts regarding aircraft performance and weight and balance? I did the performance. I lost my iPad and it got damaged, I wish I could bring up information.
- We had 22,000 pounds of fuel I believe on board, that's all I can recall.
- Who was the PIC? I was flying that day.
- What apps do you use? Ifly and you have to put all the information into the airplane.
- Everything is auto populated and all the speeds came up green.
- What does the system show in regard to trim settings? The trim settings were set within the green band. They teach you to set it within the green band. I would have to go in the book to

see if there is more specific setting. In the Falcon, if you are outside the green band, it will give you a “no take off” message.

- Experience. Came off of a global 6000 mission, Gulfstream 650 little bit, Challenger 300, Learjet starting out
- How long have you been with the company? I've been with “the family” for maybe 2 1/2 years.
- I am ugh, I'm just too emotional, I resigned
- Do you use speed cards in the Falcon? No
- Any maintenance anomalies? No
- What was the baggage count? “They packed very light”, one suitcase each and a carry-on bag
- the passengers were facing forward at the conference table, in the center portion of the cabin
- the flight attendant was behind the passengers facing forward.
- Any modifications to the plane? The winglets.
- Tell me about the steering on the Falcon. We swap flying generally on every leg. I was doing the takeoff. Left seat has the tiller, hand comes off the tiller it goes on to the yoke at V1. Right hand on the throttles. The right sight seat is on the yolk on the roll out pushing down.
- This was my second or third flight out of Montgomery, my 11th flight in the Falcon
- regarding fueling, were you involved with the refueling? I believe we had 20,000 pounds of fuel on board. Was the airplane topped off full? No
- Who decided the fuel amount? Was that your decision? That was based on the flight plan.
- Were you comfortable with the amount of fuel or was it on the light side? No it wasn't “thin, not at all. It definitely gave us our reserve”.
- What is your flight planning? We used APG via email. No program like ARINC, nothing like Foreflight.
- IPAD was destroyed.
- How is the airplane refueled? Fuel computer panel you can program on the fuel panel which was provided by APG.
- Certs/Quals. What ratings do you hold? Lear jet, CL30, Gulfstream 650, Global. ATP. Flight Instructor? Expired CFI ASEL.
- Any anomalies with your certificate? I don't know I just heard about it a week ago.
- Medical? first class, expires end of Mar 2021.
- Total time approximately 8800. Some Part 135, no Part 121.
- Weather: “beautiful, scattered clouds, 5-7 knot crosswind, nothing abnormal, nothing that got my attention”.
- Flight Attendant: Tiffany Rosedale, [REDACTED]
- Passengers weren't upset despite cancelling their trip to Kona.
- NTSB Form 6120 sent via email to Scott Kitchens
- Has a call with FAA 3/5/2021 to discuss certificate questions.